

FIG. 2A

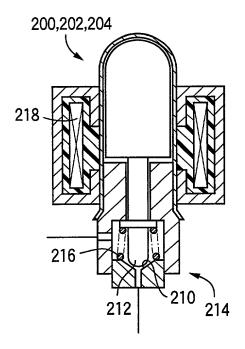
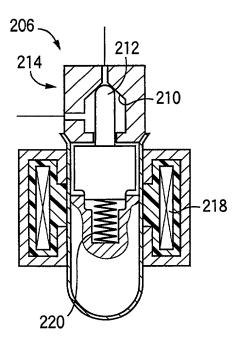
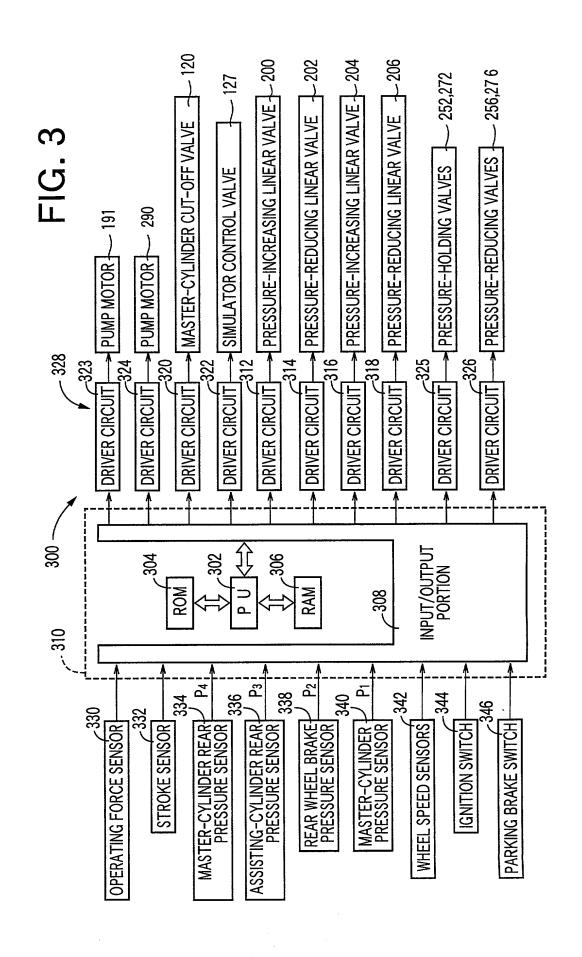


FIG. 2B





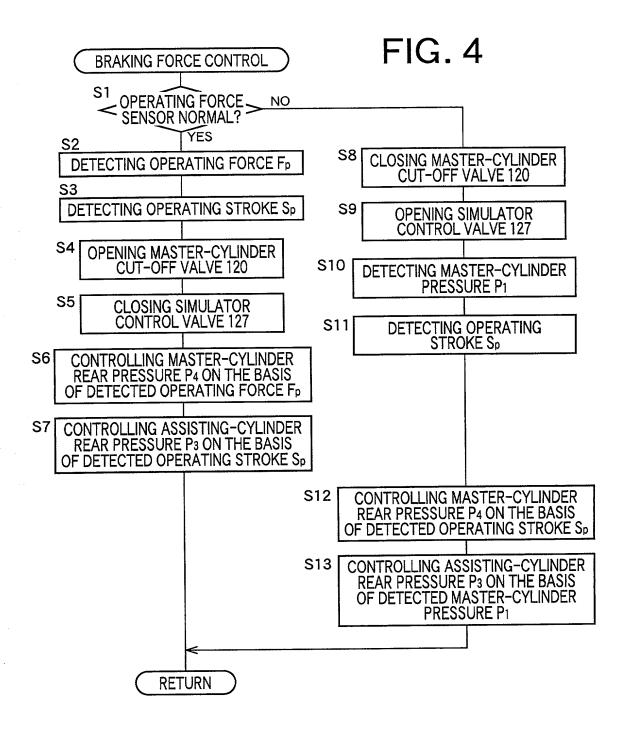


FIG. 5

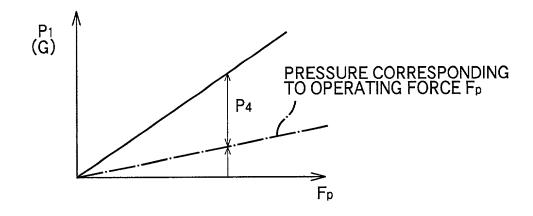


FIG. 6

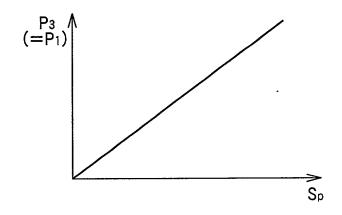


FIG. 7

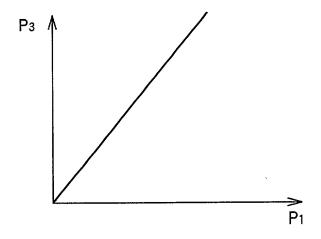


FIG. 8

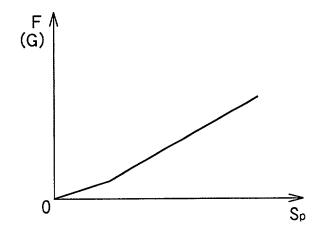


FIG. 9

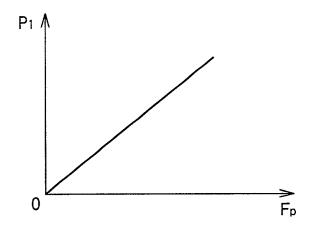


FIG. 10

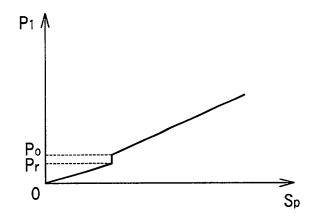


FIG. 11

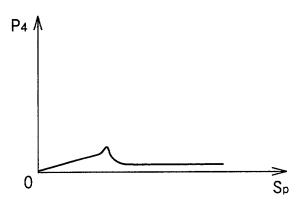


FIG. 12

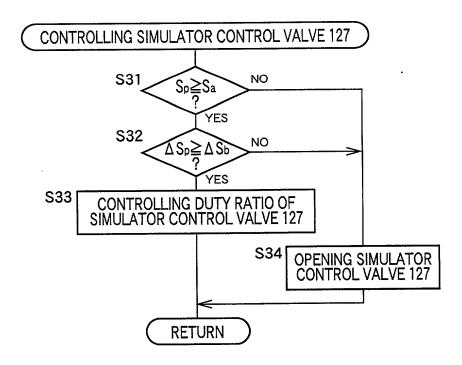
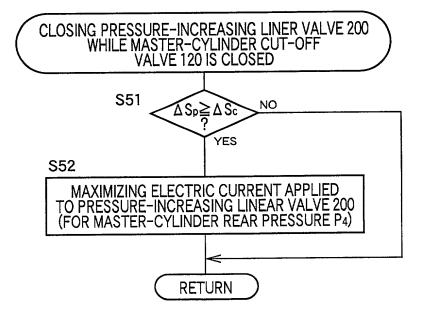


FIG. 13



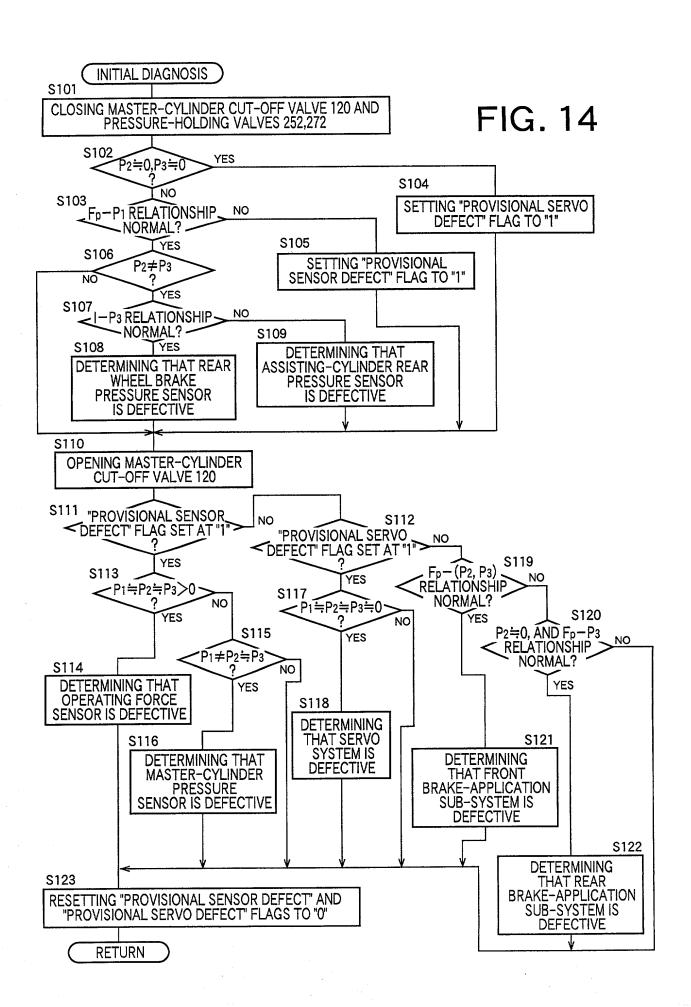
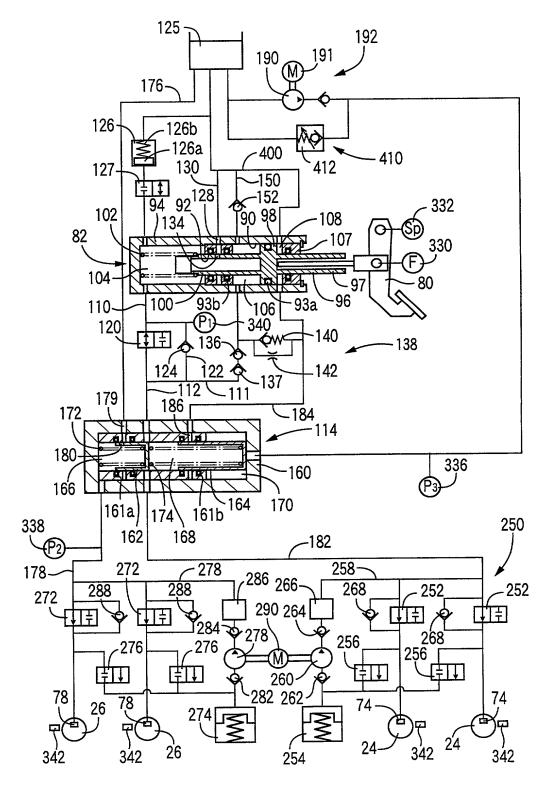
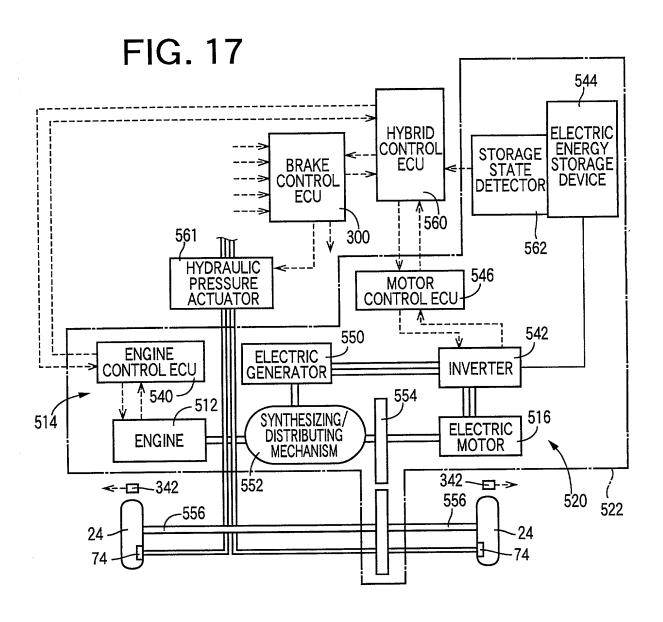


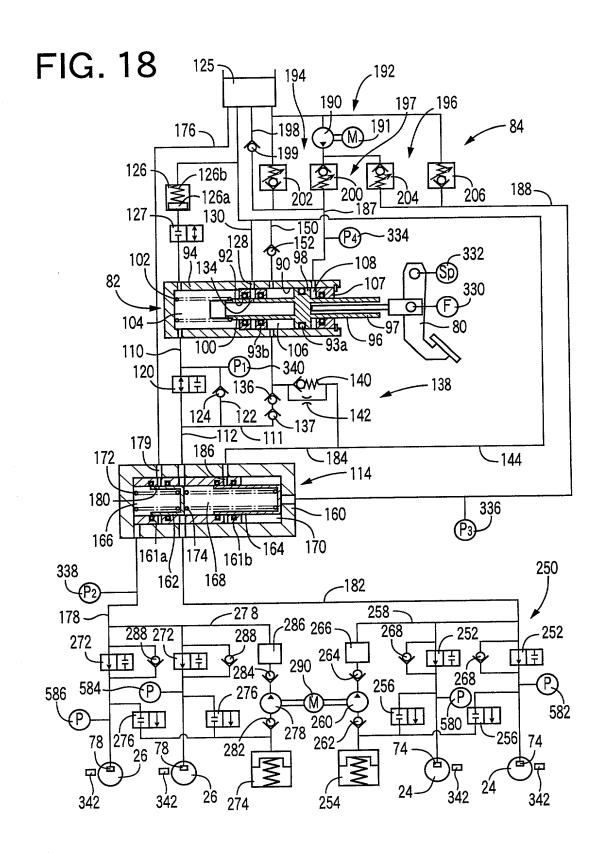
FIG. 15

MASTER-CYLINDER CUT-OFF VALVE 120		ELEMENTS DETERMINED TO BE DEFECTIVE
IN CLOSED STATE	IN OPEN STATE	TO BE DEFECTIVE
$P_2, P_3 = 0$	$P_1, P_2, P_3 = 0$	DEFECTIVE SERVO SYSTEM
ABNORMAL F _P -P ₁ RELATIONSHIP	P1 = P2 = P3	DEFECTIVE OPERATING- FORCE SENSOR 330
ABNORMAL F _P ·P ₁ RELATIONSHIP	$P_1 \neq P_2 = P_3$	DEFECTIVE MASTER- CYLINDER PRESSURE SENSOR 340
$P_2 \neq P_3$, AND NORMAL $F_P \cdot P_3$ RELATIONSHIP	(P ₁ ≠ P ₂)	DEFECTIVE REAR WHEEL BRAKE PRESSURE SENSOR 338
	$P_1 = 0$, AND NORMAL $F_P \cdot P_2$, P_3 RELATIONSHIP	DEFECTIVE FRONT SUB-
	$P_2 = 0$, AND NORMAL $F_P \cdot P_3$ RELATIONSHIP	DEFECTIVE REAR SUB-

FIG. 16







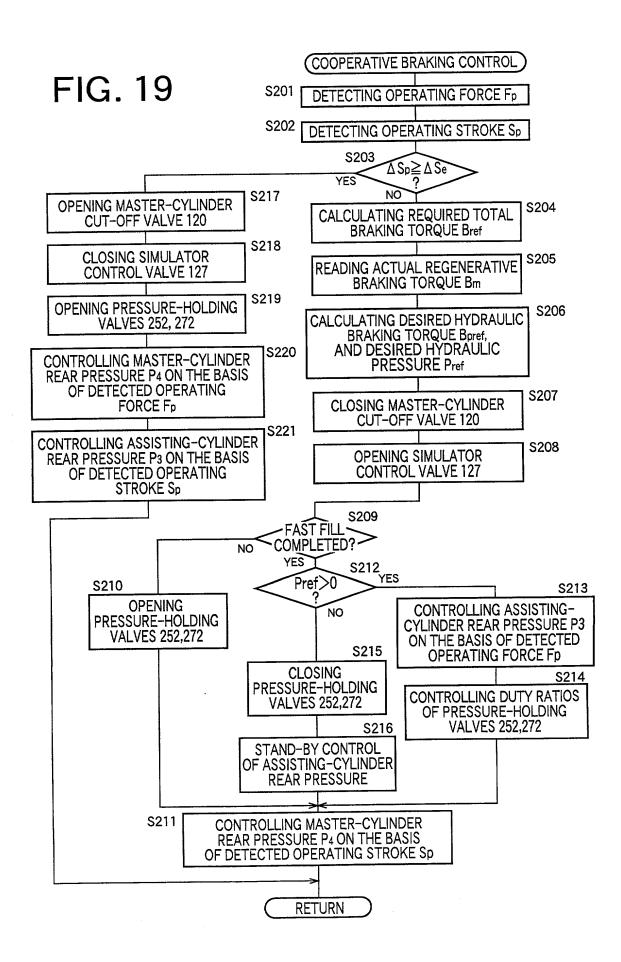


FIG. 20

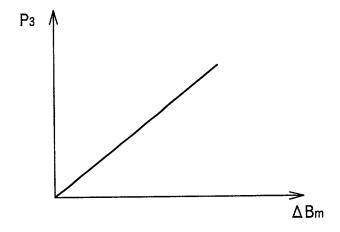


FIG. 21

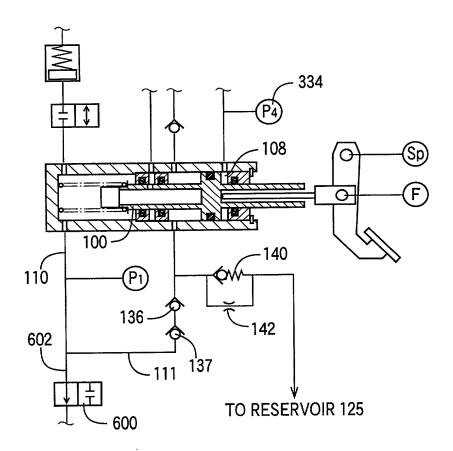


FIG. 22

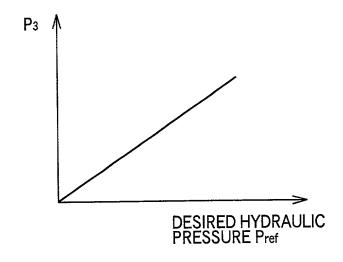


FIG. 23

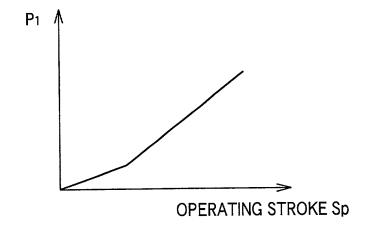


FIG. 24

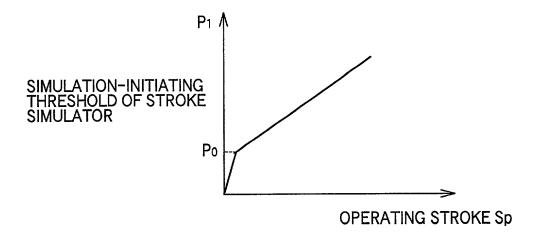


FIG. 25

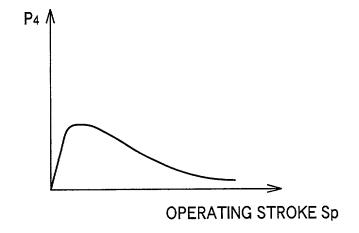
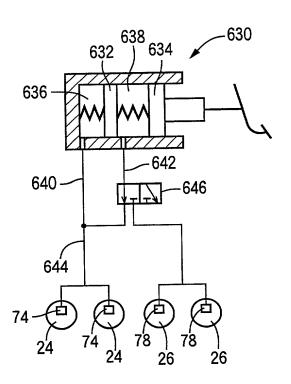


FIG. 26



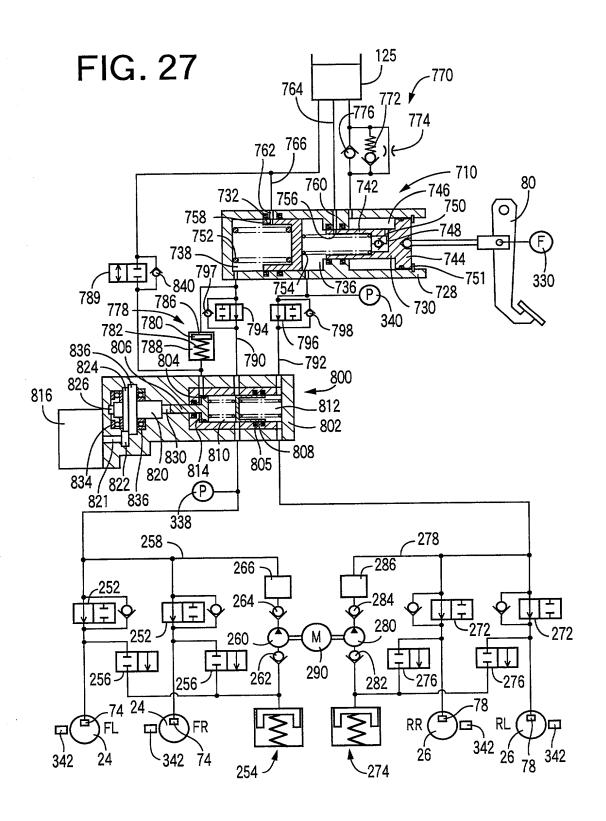


FIG. 28

